various New England places. In the party were a lot of Providence people.

SALVATIONISTS ON BOARD.

Among the passengers were a party of Salvation Army members belonging to the Swedish corps, seven being from Providence. They were under orders to report at the headquarters in New York. Fortyfive members of the Providence corps in all left for New York, but the others took the boat from Fall River.

When the steamer left here last evening a northwest gale was blowing and it was bitterly cold. Novertheless, the night was fairly clear and many are at a loss to account for the collision. The breeze in creased to a stiff gale off Point Judith and nearly all of the passengers went to bed. At about 10 o'clock the Larchmont passed Block Island steaming westward. According to the crew of the schooner, all of her lights were lit and she was plainly visible as she steamed along. In fact, those on the schooner say that they saw her fully an hour before the accident.

PASSENGERS SHAKEN FROM BERTHS.

The Knowlton was headed up the Sound A heavy sea was running. At the time of the collision the schooner was on the port tack. As the two vessels neared each other there came a lot of sharp, short blasts from the Larchmont as a signal of danger. Then the two vessels came together with a crash that roused the passengers and shook them out of their berths. The steamer almost immediately began to settle.

The schooner first hit the Larchmont a few feet from the bow, tearing a big hole in her, then bounded back and again plunged into the Larchmont's port side, this time striking her a few feet forward of the port paddlebox. The heavy bowaprit tore into the upper works of the Larchmont and it probably injured some of th passangers.

As a result of the blows the Larchmont began to list badly to port and the water poured into the hold. Capt. McVay, who had been down below just before the collision, hurried into the pilot house when he heard the whistles blown. The main steampipe burst and the whole lower part of the Larchmont was filled with steam, which made rescue work difficult. Passengers and crew tumbled out of their berths to be blinded with this steam, and the scene was terrible. All of the signals and means of communication between the pilot house and the engine room had been smashed.

ATTEMPT TO LAUNCH BOATS.

Capt. McVay got a few men to go to their stations and to attempt to get passengers into the boats. How well they succeeded he does not know. He and about a dozen of the passengers and crew got into the captain's boat, which was on the hurricane deck not far from the wheelhouse.

At that time men were apparently trying to launch other boats, but there was great confusion, according to the survivors, while the shrieks of women and children added to the horror of the wind and the sea and the awful cold.

According to those in the captain's boat the Larchmont sank in about ten minutes. which was scarcely time for them to get away from her. The point where she sank was about three miles from Quonochontaug Point, where there is a life saving station and about seven miles from Block Island It was a terrible row for those in the captain's boat. They reached Block Island about 8:30 o'clock this morning. All of those who were alive were frostbitten so badly that it was feared that they will die. It was hours before any one of them could tell any kind of a story. This is the captain's story, as he told it this afternoon:

THE CAPTAIN'S STORY.

"We left Providence at 7 o'clock last night nder a heavy northwest gale. When off Watch Hill at 11 o'clock I had been below among the passengers, leaving a good pilot and quartermaster on watch. When I returned I passed through the pilot house to go to my room. I saw that everything was going all right and stepped into my com to retire

"I had been in the room a few minutes when I heard the pilot blow the danger signal on the whistle. I jumped into the pilot house as soon as I could and saw a chooner luffing up and coming directly at The pilot gave the quartermaster rders to port the wheel.

"The schooner coming very fast before stiff breeze, hit the Larchmont on the port de just forward of the smokestack. tried to ring up the engine room and nate to find out conditions below, as I believed the schooner had cut into us and would cause us to leak. I could not get wither the engineer or mate, as the schooner in hitting us broke the main steam pipe. using the ship to be enveloped in steam. then sent a quartermaster below to see if he could find out the conditions. He came back and reported that the boat was test filling.

"I immediately gave orders to all officers to go to their stations and lower the boats as quickly as possible. Then, seeing that they were getting the boats ready very fast. I went to my boat and prepared to lower her

"After getting her into the water and seeing that the boat was settling very rapidly, I called the crew to get into the pat, and getting in myself, after seeing that the others had their boats down, I prepared to leave the ship, as she was nearly under water. Seeing no passengers or anybody else around, I pushed off and started around the Larchmont looking for people_until she sank. Then I made for ock Island, where we arrived this morning at 6:30 o'clock, all much exhausted and with hands and feet frozen. We were taken care of at the lifesaving station."

Some of the survivors arrived on another boat, which had followed the captain's boat. The fishing schooner Elsie later on picked up those on the life raft. They had a more terrifying experience even than those in the two boats. On the raft were seven persons alive and the body of an-

other. Two of the survivors were woment, They had clung to the raft with the icy water dashing over them and freezing their bodies. When picked up they were just alive and have not been able to tell of their experience. Among these surwivers are Harris Feldman and his wife of this city; David Fox of Bridgeton, N. J., Richard Hall, Providence; Samuel Lacombe and Sadie Albray of New York city. Three more were said to have reached the island late this afternoon on another boat.

On account of the high sea running and the intense cold it has been very difficult for any search to be made for the missing. Two naval tugs tried to get out from New port this afternoon. They fought the

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seas for an hour or more and then were forced to put back. A revenue cutter got out from New London, however, and two wrecking boats. The revenue cutter was to search for the missing. Other tugs arrived at Block Island this afternoon The high wind continued all day, however THE KENTUCKY ARRIVES.

Early this afternoon, after news of the eccident had reached New York the Joy Line steamer Kentucky was ordered to start for Blook Island from Fall River. She reached the island at 4 o'clock this afternoon. Her captain had orders to get the survivors and try to find some of the missing. The Kentucky had not left Block Island early this evening and there was uncertainty where she would land.

There is only one cable to the island for telephone and telegraph wires, and communication with the place has been very limited. No boats had come in up to 10 o'clock this evening. The boats that did get out to the island took nearly four hours to make the trip, it was said. The first news of the accident reached this city from the islanders, who said that a boat with shipwrecked people had come ashore on one of the points at some distance from the settlement. They did not know from what ship they had come.

The first news that it was the Larchnont that had been sunk came from the wireless station at Point Judith. It caused great excitement here, and when it became known generally, the offices of the line were besieged with anxious people moaning piteously over the fate of their friends and relatives who had embarked on the

Soon after the few survivors reached the island some of the Larchmont's freight began to drift ashore there and many bodies, showing the extent of the disaster. After the two vessels came together, it appears, the Larchmont drifted away from the schooner. The latter had her bowsprit carried away and her bow was smashed so that she began to take in water. Her crew thought that the steamer was not as badly hurt as their vessel was and bent their efforts toward making land.

They finally beached her about a mile rom the life saving station, where she lies in about twenty feet of water. The crew were saved and cared for by the life

CAPT. HALKY'S STATEMENT This afternoon Capt. Haley of the

chooner told the following story: "We left Perth Amboy on Thursday with cargo of coal and got tied up by the ice at City Island. We did not leave there until Monday morning. We came along at good speed through the Sound. Last night after we got out of the Race I went below, leaving the deck in charge of the mate. We had a lookout forward and a man named Johnson at the wheel. The night was a beautiful one.

"We had every sail set and were going a little east by north. While I was below I heard the mate say something about the lights not being right. I came on deck and saw several hundred feet off our starboard bow the light of a steamer. The steamer was holding to her course and was pointing then to the starboard of us. I told the mate to keep the Knowlton straight on her course

"I just turned to look at the steamer again when I saw her veer sharply to port and cut directly across my path. I knew that a collision was a certainty then. Both boats were travelling fast. She hit us on the bow. All of the Larchmont's lights were lit. Some of us before the collision tried to shout, and one of the crew blew a horn, but it did no good. She began blowing her whistles just before she hit us.

"I did not dare to tack. After the blow the Larchmont lurched badly but then veered off and seemed to continue on her way. We had five feet of water in our hold and I decided to get ashore as soon as I could. We launched a small boat finally and reached the shore, losing all of our belongings except what we had on."

Capt. Haley said that the shock was suffi cient to knock every one on the schooner out himself off his feet. The schooner' skipper is an old Maine sea captain, 58 years old, who has been afloat since he was small boy. He was insistent that the collision was entirely due to those on the steamer. He said that he was prepared for any investigation. He fixed the time of the accident at 10:45 P. M.

Capt. McVay said to-day that he saw the chooner on the port side of the Larchmont and that the schooner suddenly changed her course and came right for the steamer. He said that after the collision he sent for the quartermaster and the pilot down below and they reported the ship was sinking rapidly.

"There was no confusion," said the cap-"I ordered the men to their stations and they obeyed orders instantly. I went to my boat as the drill provides. It was on the windward side and we had difficulty in launching it. We took aboard all the boat would hold. We had to sow to leeward to keep affoat at first. We had the boat in the water only a few minutes when the ship went down. Some must have gone

down on her. How many I don't know. "As soon as the steamer had gone down we saw three or four boats. They seemed to be full. It was pretty dark. We also saw two other steamers. They were some distance away. One was the Providence of the Fall River line. The other was the Kennebec of the Enterprise line. They knew nothing of our distress and kept on westward. We put out a drag and let the wind take us, rowing when we could. In that way we made the island.

PURSER SAYS 125 PASSENGERS.

There is a difference of opinion between the purser and the captain as to the number of persons on board the Larchmont. Tonight the captain said that he did not believe there were more than seventy-five pas sengers aboard. He thought that the number was between fifty and seventy-five Purser Young, who had charge of the passenger list, said that the captain was mistaken, and that he knew by the number of names on the list that there were at least 125 passengers on board. The passenger list is made up in Providence and is sent to New York in charge of the purser.

There is, therefore, no list of names to tell just who was on board the boat as the list went down with the ship. Captain McVav sald that the crew numbered 45 men. In telling of the accident late tonight Capt. McVay said that at the time of the collision the pilot house was in charge of Pilot Hansen, who lives in Providence

THE RESCUED AND MISSING. List of Those Known to Have Been Saved From the Larchmont.

PROVIDENCE, R. I., Feb. 12.-The Joy Line Steamship Company late to-night gave out a list of twenty persons as those thus far known to have been saved from the sunken steamer Larchmont. These with the known missing and dead are:

THE RESCUED. BONCE, HARRY, Providence, R. I., passenger, BONCE JACOB Providence, R. L. passenger COOK, MANUEL, passenger. DOLAN, FRANK, fireman on the Larchmont. BEISGESEL, FREDERICK, passenger LIEBERT, MARTIN, New York city, fireman

McFARLAN, LOUIS, Birmingham, N. C., waiter McVAY, GFORGE J., Providence, R. I., captain MOONEY, FREDERICK, East Providence, pas

PAUL, SAMUEL, Providence, R. I., passenger, PAUL, MRS. SAMUEL, Providence, R. I., pas-PAUL, MATILDA, 18 years old, Providence

PAUL. PAULINE, 15 years old. Providence. PHILLIPS, the Rev. Mr., Providence, R. I.

RESAN, ZITANO, passenger. STAPLES, JAMES, Brooksville, Me., quarter VARN, JOHN, New York, walter. WILSON, FRANK C., Providence, R. I., pas

WYMAN, GEORGE, pilot. YOUNG OSCAR, Providence, R. I., purses.

MISSING.
BECKLEM. ANNA, Salvation Army candidate Worcester, Mass.
CEDERBLOOM, Miss....., Salvation Army candidate, Lynn, Mass.

HELGREEN, HELGER, Capiain Salvation Army. Lynn, Mass. JOHNSON, ALMA, Salvation Army candidate, Worcester, Mass.

LAMBERT, ELLEN, Captain Salvation Army

orcester, Mass. LANNETTI, ANTONIO, Providence, R. I. LISPUAL ANNA. Captain Salvation Army ambridge, Mass.
IAND, CLAUDE W., talior, Providence, R. I.

MOLINE, JOHN, Lieutenant Salvation Army, MULLIGAN, JOSEPH P., mason, Woonsocke ODEN, ANNA, Salvation Army candidate, Woo

PERKINS, R. H., Boston, Mass. RICCARDI, RICCARDO, Providence, R. I. RUNBORG, ANNA, Captain Salvation Army swan, Mass.
SWAN, RICHARD, Captain Salvation Army

Worcester, Mass. Of the forty-five dead on the island only the following five have been identified: The Dead.

HARRISON, JAMES B. steward, Brooklyn. HOSS, CASPER, brat assistant engineer LOGAN, JOHN, assistant engineer, New York city SMITH, GEORGE A., watchman, Olneyville, L. ZADMUS, JACOB, watchman Paterson, N. J.

LOST SALVATION SOLDIERS. Swedish Army Here Thinks From Ten to Fourteen Were on the Boat.

One of the Swedish branches of the Salvation Army here has headquarters at 6 Catharine slip. They reported last night that ten of the members of that branch had been lost on the Larchmont. The members were coming from New England towns to be present at the congress of the Swedish branch of the Salvation Army now in session at 218 East Fortieth street. Seven of the delegates arrived on the Fall River Line boat and they gave the information concerning their comrades who had taken the Joy Line. These who are believed to have gone down with the Larchmont are:

Capt. Anna Lifoedal of Cambridge Mass.; Capt. Anna Runeborg of Lynn Mass.: Capt. Helger Hellgren of Lynn Miss Cedarbloom (first name unknown) of Lynn, Capt. Righard Swan of Worcester. Lieut. John Mohne of Worcester; Emma Beckler of Worcester, Aima Johnson of Worcester, Capt. Anna Oden of Worcester and Capt. Ellen Lambert of Boston. Those not named as officers were coming to the congress as candidates for commissions.

218 East Fortieth street it was said that as far as they know there were sever wedish officers and three cadets on board the Larchmont. The cadets were coming here to get commissions. There were also believed to be four members of the Salvation Army post at Lynn, Mass., on board.

WORCESTER FOLKS ON BOARD. Several Tickets Sold for the Larchmont' Trip No Names Taken.

WORCESTER, Mass., Feb. 12 .- According to an article in the Worcester Post to-night several Worcester persons, if using their tickets purchased for that purpose, were passengers on the Larchmont. This information was received at the office of Sven E. Hanson, 241 Main street, who has the exclusive agency for the Joy Line in this city. It was said there that several tickets were sold for last night's trip, but as there were no stateroom tickets purchased no record of the local buyers was

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BLOCK ISLAND'S HEROIC WORK

FIRST NEWS CAME WHEN CAPT. M'VAY'S ROAT ARRIVED.

Fishermen Put to Sea at Once to Pick Up Survivors-Two Schooners Fetch h Living and Dead-Two Women Among Those Picked Up-Tales of the Saved

BLOCK ISLAND, Feb. 12 .- The first notification that the inbabitants of this island had of the Larchmont disaster was when a boat arrived shortly after 8 o'clock this morning having on board Capt. McVay and some of the crew. The wind during the night, according to Capt. Uriah B. Dodge of the Sandy Point Life Saving Station blew almost a hurricane. The thermome ter registered close to zero and it was an ugly night for any craft on the water.

Block Island is ten miles from the main land and its most northerly point, called Sandy Point, is almost south of the Quenochontaug Life Saving Station on the Rhode Island shore. With the wind blowing from the northwest this small island was all that stood between the survivors on the small boats and rafts and the ocean and it is expected that many have been driven past the island and out to see.

The boat with Capt. McVay and his crew was blown on shore near the life saving station shortly after it got light. They were seen at once by Capt. Dodge and his life savers. The boat when it left the Larchmont had eleven men on board. They had battled for seven hours with the storm and the seas and biting cold. Four had died of exposure and the others were in such a helpless condition that if they had been exposed much longer all would have succumbed.

They were got out of the surf with much difficulty and taken at once to the life saving station by the beach patrol. Physicians were summoned and all were revived

Capt. McVay was in a bad condition but was able to tell of the great loss of life, and the fishermen of the island as soon as they heard the news started out in their vessels to hunt for those who might be drifting about on the seas. The wind was still blowing a gale and the seas running high, and it was no easy task to handle the small boats under such conditions.

Early in the afternoon the schoone Clara E. arrived in the basin of Block Island's new harbor. They had found a raft on which seven had taken passage in an effort to reach safety. The raft was improvised, being made up of wreckage of the steamer. and seven bodies were lashed to it. One of these was that of a woman. The waves had washed over them and each was encased thickly in ice. All were dead. It was with the utmost difficulty that the bodies were removed.

An improvised morgue was arranged of the island and the bodies laid out and searched so that some identification might be found. The Coroner, Dr. J. C. Phamplin, took charge of the bodies.

Another schooner while searching found a deckhouse of the Larchmont floating on the Sound. There were bodies on the wreckage, and with great difficulty the schooner was placed alongside and three men still alive were found clinging to the floating mass. These three were taken The crew of the schooner did what little they could to relieve their sufferings. They were barely alive, and even after reaching shore were in such a critical condition that the doctors doubted if they would survive. They too were coated with ice. The wreckage broke up almost as soon as they were rescued and if the schooner had been a few minutes later these three would have been among the

The captain of this schooner estimated that there must have been twenty-five bodies on that floating piece of wreckage Some bodies drifted ashore on the beach and were taken to the morgue. Many of them were lashed to pieces of the wreck, but in the cold and storm never had any chance of reaching the shore safely. It is the opinion of those who found them that they died almost as soon as they touched

One body was that of Harry Ecoles about 22 years old, who lived on Block Island. He left here early yesterday morning on the mail boat, intending to take a trip to New York. He had evidently got to Providence and by ill luck taken passage on the Larchmont. The life savers found him lying face downward on the beach this afternoon, dead, and so thickly encased in ice that it was some time before he sas recognized.

The fishing schooner Elsie, Capt. John Smith, found a raft about three miles north of Sandy Point. On the raft were fifteen or twenty bodies. The crew succeeded in getting the raft alongside the Elsie and carefully examined each body to see if any were still alive. There were two women, Louise M Farlane and Sadie Gallop, who were still alive. All the others were dead. Louise McFarlane was a native of Wilmington, N. C., and she soon revived. Sadie Gallon was from Boston and the crew worked over her body for a long time before they thought they would be able to save her. Both are doing well to-night and are expected to recover, although each is badly frostbitten and in a generally weak condition.

Two boats succeeded in reaching Block Island from the Larchmont, one in charge of Capt. McVay and the other supposed to be in charge of Purser Oscar Young. In these two boats were James Staples, quartermaster; James Barnes, John Lozen, Matt Libert, John Polan, firemen; Oliver Janvier of Providence, a passenger; Manuel Cook, a passenger; Antonio Rosan, a pas senger, and Fred Hengsell, a passenger.

By nightfall the total number of survivors on the island was twenty and there were forty-three dead, and the search will be kept up all through the night and as long as there is any possibility of finding any who were on the wrecked steamer.

The steamer Kentucky arrived in the new harbor during the afternoon from Fall River. She was sent by the company to help in the rescue as far as possible, and some of the survivors are on board. The Kentucky will take all back to Providence to-morrow morning, and will also take the bodies of those who are now in the morgue here. Coroner Phamplin will not give the necessary permit for the removal of the bodies until the morning, and it is thought that by that time others will have been washed ashore or picked up from wreckage by the fishermen who are still searching the waters.

The scene of the wreck was northwest from Sandy Point, and with the high wind and seas it is very doubtful if any of the rafts or boats that left the wreck could directly in the course the wind would blow the boats, but as only a comparatively few have reached here it is thought by Capt. Dodge and by the fishermen that most have been blown past the island and en blown past the island and are now out on the ocean.

JOY LINE GETS SOME NEWS.

Capt. Gray Telephones That 19 Survivors Are on Block Island-42 Dead Found. The first authentic information of the Larchmont disaster that came to the Joy Line officials was at 10 o'clock last night a vessel which he believes may have been

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by long distance telephone from Block Island, and was given by Capt. Gray of the Joy Line steamer Kentucky that left Fall River for the scene early yesterday. Capt. Gray reported to General Superin

tendent Noble that when he arrived at Block Island last evening he found that there had been landed there twenty persons who were alive, though some were suffering greatly, and that there were on the shore orty-two corpses. Capt. Gray said the condition of those who were alive was pitiable. Capt. McVay, he said, was utterly unable to give an account of the collision, and the purser was so ill that the information to be had from him was meagre in the extreme.

Capt. Gray asked the purser how many there were on board the Larchmont and he replied, so Capt. Gray thought, 105. The second time the question was asked the words sounded more like seventy-five, so Capt. Grav thought, but they were so mumbled that there was no telling what

"The condition of the purser is such that dare not question him any more to-night,

Capt. Grav told Mr. Noble. Capt McVay was so low that getting any information from him was out of the question altogether. The survivors, most of whom had landed from two small boats that had belonged to the sunken steamer, were taken care of at the lighthouses and

Capt. Gray said that he had begun to remove the survivors to the Kentucky, where they could get better accommodations than they had in the farmhouses and that he hoped to have all of them on the vessel before midnight. He would sail with them, he said, for the mainland as early this morning as possible.

The bodies, most of which had come it with the tide, he was not permitted to touch because the Coronerhad not viewed them. But Capt. Gray hoped to be able to get the permission of the Coroner early in the morning and take the bodies along with

Capt. Gray said that the people of the sland had been heroic in their efforts to care for those that had survived.

The anxiety of the officials of the Joy Line increased yesterday as the day wore on because until night they were unable to get in communication with any one who could give them official information of the wreck of the Larchmont. General Supt. R. J. Noble, who was the first of the line's officers a the office of the company at Pier 35, Eas River, yesterday morning, immediately tried to get in communication with Block Island but was told that the wires were not working.

The steamer Kentucky of the same line sa the Larchmont was due at Fall River early in the morning and when she arrived there Mr. Noble immediately telephoned Capt. Gray, her commander, to take his vessel to the scene of the collision or to Block Island to be of what assistance he could. Then the T. A. Scott Wrecking Company of New Bedford was requested to send tugs to see what they could do. It was learned later that two of the Scott igs had gone out.

The officials of the line here were unable last night to give any idea of the number of persons on board the Larchmont or to give the names of the crew other than the officers. These were: Captain, George W. McVav: first officer, John Mealy; chief engineer, A. Gay; assistant engineer, C. Hess: second assistantfengineer. J. Nelson: first pilot, J. Ansen; second pilot, G. Wyman; purser, Oscar H. Young; assistant purser, Edward Carroll; quartermaster, James

Stable.

The list of the firemen, deck hands and waiters was not to be had because the officers said they changed so often that they were not kept on the books here, simply on he books of the purser.

"We are inclined to believe that the re ports of the number lost are greatly exagrerated," said Frank M. Dunbaugh, presi dent of the line, last night. "We cannot see how the number of those on board could have exceeded ninety-five to 100 at the most. At this time of the year travel is light and for some time the number of passengers has not exceeded fifty. We do not believe now that there were more than that number on the Larchmont."

President Dunbaugh himself remained in the offices of the line until a late hour last night and answered personally all calls of persons who were seeking information of friends supposed to have been on board the Larchmont. He also telephoned to the revenue cutter service and asked them for the use of a cutter. He was told to tele phone the Newport station, which he did.

The number of inquiries was not large and during the day only three persons visited the pier looking for friends. Only one woman gave the name of the friend she had expected on the boat. She was a Mrs. Selkrugg of Chicago, she said, and had been in Providence. Others who called on the telephone said that they didn't wish their names published or those of their friends until they learned if they were actually on the vessel

Mr. Dunbaugh and Mr. Noble were trying last night to reason out the collision. Mr Noble said that the fact that the night was clear and the wind was high made the acciient not entirely unavoidable. "From what we learn the wind was from

the northwest and was blowing something like forty miles an hour," said he. know that the Larchmnot was coming this way and that the schooner Knowlton was bound through the Sound for Boston. The schooner was considerably off shore, and, with the wind from the direction that it was, she was no doubt on the port tack, running free. Any one who has ever been to see will tell you that a sailing vessel running before the wind will yaw considerably and cause her bow to point first one was and then another; not very much, perhaps but still quite enough to worry the helmsman of a vessel approaching the sailing

vessel. "The pilot of the Larchmont probably aw the red port side light, then both lights, and then the green starboard light all within a few minutes, and, being unable to tell just which way the schooner was steering held his course. Or, maybe, he saw the lights close aboard and tried to go to windward. Then perhaps the man at the wheel of the schooner put his helm down and it

was all up." Other Sound boats that arrived here vesterday had not seen the Larchmont. that they knew of, though the captain of the Tennessee, of the Joy Line from Fall River, said that about 8:40 P. M. he passed The

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the Larchmont. The Providence of the By Land Fall River Line had not seen any other

All masters reported that the night was the coldest of the winter on the Sound and there was almost a gale, though there was not much sea running.

SAW NO TRACE OF LARCHMONT. Tugs Sent From New London Couldn't Find Wreck -Sound Was Rough.

New London, Feb. 12.- The tug Argo, one of the largest steamers owned by Thames Towboat Company, which was despatched to the scene of the Larchmont disaster at 11 o'clock this morning, returned at 6 o'clock this evening. Capt. Charles C Pettigrew reports a rough passage to Block Island.

The Argo passed some wreckage floating in Block Island Sound, that Capt. Pettigrew thought was from the Larchmont. The Argo's commander shares the belief of Capt. Hunt of the sug Harriet as to the Larchmont's position midway from Watch Hill and Block Island. The Argo did not steam as far along the Block Island coast as Sandy Point, believing it a useless trip, as there were no means of landing there. The Scott Wrecking Company's super-

intendent was in communication by telephone at 4 o'clock this afternoon with Capt. David Hunt, who commands the company's tugboat Harriet, sent to Block Island with divers at the request of the JoyLine officials. Capt. Hunt reports that he saw nothing that marked the grave of the Larchmont From interviews with persons on Block

Island Capt. Hunt thinks that the Larchmont sank midway between Block Island and Watch Hill, in eighteen or twenty fathoms of water. The captain of the Harriet says the loss of life must be exaggerated from what he can learn in conversation with people on the island, as the passenger list of the

MISHAPS OF THE LARCHMONT. Vessel Was Regarded as Stanch, but

Larchmont was eighty instead of double

that number.

Had Several Accidents Speaking with strict nautical accuracy. the Larchmont was not a steamship; she was rather a steamboat and was run under license as an inland passenger carrier This entitled her to go coast wise in arms of the sea such as Block Island Sound. She was originally the Cumberland, belonged to the International Navigation Company and plied between Boston and St. John N. B. The Joy Line bought her in 1902 and renamed her.

Although she was 22 years old, having been built at Bath, Me., in 1885 by the New England Shipbuilding Company, the Larchmont was regarded as particularly stanch. The material of her hull was oak and yellow pine. She was 252 feet long, 37 feet beam and 14 feet 8 inches deep. She measured 1,605 tons gross and 896 net. She was partly insured.

The Larchmont looked much like a river excursion boat of the old type, her two masts being used chiefly for flying flags and signals. She was one of the best boats of the Joy Line running on inside routes. There are ten other vessels in the fleet, including the famous old iron side-wheeler Old Dominion, formerly of the Old Dominion Line, credited still with being one of the fluest sea boats affoat. She is an ocean goer and pleas She is an ocean goer and piles between New York and Boston. The Larchmont had been repaired many

times. Two years ago she was overhauled thoroughly and put in shipshape for the summer tourist traffic between Providence and this city. She has had many slight and this city. She has had many slight mishaps. On September 4, 1902, while she was on her way from this city to Providence with about 150 passengers and was off North Brother Island, fire was found in the men's cabin among a lot of unused mattresses. The crew, which had been frequently drilled for the emergency, attacked the fire systematically and with success, although three of them were overcome by smoke. The blaze was under control in about fifteen minutes. The passengers became much excited, but the captain and officers soon reassured them.

On January 24, 1904, the Larchmont ran aground on Prudence Island while on a trip from New York to Providence, but

came off undamaged. On October 11. she cut down the schooner D. J. Melamson in the Sound, off Bridgeport. In January, 1905, she was badly damaged by fire.

The Harry Knowlton was a three masted schooner, 128.7 feet long and 33.5 feet beam.

She had a gross tonnage of 317 and was built at Tottenville, N. Y., and hailed from Eastport, Me. She was bound from South Amboy to Boston with a cargo of 475 tons of coal. Vischer Foundry Co.'s Plant Destroyed KITTANNING, Pa., Feb. 12.-Fire to-night

totally destroyed the Fischer Foundry and Machine Company plant here, entail ing a loss of \$500,000. Nothing could be done to check the flames as the water plugs were frozen up. There was but \$165,000 were frozen up. Ther insurance on the plant.

It's possible coffee hurts you. AND MAKE SURE Get the little book, "The Road to Well-

or Sea

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SPECIAL EXHIBITION Paintings by Paul Dougherty, A. N. A.

TO PEBRUARY 16TH THE MACBETH GALLERY 450 Fifth Avenue

One Door South of 40th Street JOTTINGS ABOUT TOWN.

A special meeting of the Republican county committee will be held to night to order a primar election to select a candidate for Assembly from the Fifteenth district to fill the vacancy cause by the death of Merwin C. Stanley. The special election has been fixed for March 12.

John Jameson Three ** Star Whiskey Higher in Price, because **Highest in Quality** W. A. Taylor & Co., 29 B'way.

DIED.

ABENDROTH .- Suddenly, at Chicago, Ill., Peb. 11. 1907, Frank A. Abendroth, son of the late William P. and Maria A. Abendroth of Port Chester, N. Y. Interment at Port Chester, N. Y. Notice of

BROWN -- On Tuesday, Feb. 12, 1907, Annie F genia, widow of John Edward Brown and daughter of the late William and Hannad Services will he held at her late residence, 347 West 71st st., New York city, on Thursday afternoon at 4 o'clock.

ANZIGER.-Suddenly, Sunday, Feb. 10, 1907. Cincinnati, Jennie Danziger, mother of Laure Interment at Cincinnati.

FOGARTY.-On Monday, Feb. 11, 1907, Margare' widow of William Fogarty and mother of the Rev. Michael E. Fogarty. Funeral from her late residence, 158 East 48th st on Thursday, Feb. 14, 1907, at 9:30 A. M. requiem mass, St. Agnes's Church, East 43d st 10 o'clock A. M. Interment Calvary Cemeter

Kindly omit flowers.

HAVFS.—At Scarborough on Hudson, Tuesday, Feb. 12, 1907, Paul Nicholson Hayes, Jr., son Paul Nicholson and Jennie Ross Hayes, aged 6 months and 24 days. Services at Scarborough Thursday at 11. Inter ment at Greenwood. JACKSON .- On Monday, Feb. 11, Charles E. son

of Peter H. and the late Mary Cooke Jackson-Funeral services at St. Agnes Chapel, West 925 st. near Columbus av., on Wednesday, Feb. 18. PINCHOT .- On Feb. 11. 1907, at Milford, Fa

Marie Antoinette Naples, widow of Edga" Pinchot and daughter of the late Elias Naples n the 83d year of her age. Funeral from her late residence, Milford, Fro. SEARLE .- On Feb. 11, after a brief illness. the

Rev. Edward Van Vechten Searle, pastor the Reformed Church of Metuchen. Funeral services on Wednesday at 7:45 P. W at the church. Interment at Hurley, N. on Thursday. ANDERBILT .- Suddenly, on Feb. 11. 1907. Nelse daughter of the late John and Ellen Black

Funeral services at her late residence, 214 in wood av., Upper Montelair, N. J., Thursday Feb. 14, on arrival of 2:10 P. M. wain Chambers st., Erle Rallroad. WALTER.-On Tuesday, Feb. 12, 1907, Alfred Walter, in the fifty-sixth year of his ag" Funeral private. Interment at Battlmore

Orleans, Philadelphia and Baltimore pape please copy. WARING .- Entered into life eternal, on Feb. 18 John Thomas Waring, in the 87th year of all

Funeral services will be held at his late home 92 South Broadway. Yonkers, on Wednesday Feb. 13, at half past 2. Carriages will meet the arrival of the 1:10 train from Grand Centra